

APPLICATION OF MILITARY ENGINE OILS IN HYDRAULIC/POWER TRANSMISSION FLUID COMPONENTS AND SYSTEMS

INTERIM REPORT AFLRL No. 159

By

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Today the majority of the construction equipment (CCE) and selected material handling equipment (SMHE) utilized by the Army is of the commercial or modified commercial type. Although obvious advantages exist for this policy, certain problems require resolution to make the CCE and SMHE program successful. These CCE and SMHE items have hydraulic systems that use various commercial components and frequently use commercial proprietary fluids.

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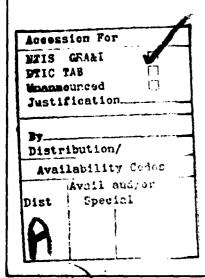
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20. ABSTRACT (Continued)

Therefore, this MACI Hydraulic System and Components Program was started to perform technical evaluation and assessment of commercially available qualified and fielded military engine oils and to determine if such oils can be used as hydraulic fluids in Army CCE and SMHE.

Nine military specification engine oils; six oils qualified under MIL-L-2104C, three grade OE/HDO-10 and three grade DE/HDO-30; two available multiviscosity lubricants satisfying MIL-L-2104C engine lubricant requirements, and one oil qualified under MIL-L-46167 (Arctic) were evaluated using nine selected tests required by manufacturers and one test developed by AFLRL in conjunction with John Deere personnel. From the data developed, four MIL-L-2104C lubricants, one OE/HDO-10 lubricant, and three OE/HDO-30 lubricants passed most of the tests.

In addition, three listings were developed. One li~ was of the manufacturer's hydraulic/power transmission lubricant requirements. This list was compiled to ald in the selection of the various tests performed. The second was a listing which contained all the present and planned CCE/SMHE in the Army system. The third list provided the manufacturers of the hydraulic/power transmission components, engines and drives used in each type of equipment.



FOREWORD

The work reported herein was conducted at the U.S. Army Fuels and Lubricants Research Laboratory (AFLRL), Southwest Research Institute, San Antonio, TX, under Contract No. DAAK70-80-C-0034 and covers the period April 1980-September 1982. The work was funded by the U.S. Army Mobility Equipment Research and Development Command (MERADCOM), Ft. Belvoir, VA. Contracting officer's representative was Dr. M. Kolobielski, Fuels and Lubricants Division, Energy and Water Resources Laboratory, and the technical monitor was Mr. M.E. LePera, Chief, Fuels and Lubricants Division (DRDME-GL), MERADCOM.

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TABLE OF CONTENTS

	Page
ı.	INTRODUCTION/BACKGROUND
ıı.	OBJECTIVE
ıı.	TEST DETAILS
	A. Lubricants
IV.	DISCUSSION OF RESULTS
	A. TO-2 Wet Clutch Friction Retention (Caterpillar Tractor Co.)
	G. Dynamic Corrosion (Sundstrand Axial Piston Pump Water Contamination)
v.	CONCLUSIONS
VI.	RECOMMENDATIONS
VII.	LIST OF REFERENCES
APPE	NDICES
A B C	A Proposed ASTM Multipurpose Power Transmission Fluid Specification

LIST OF TABLES

TABL	<u>P</u>	AGE
1	Test Lubricants Evaluated	7
2	Listing of Suppliers of Hydraulic/Power Transmission Systems Fluid Requirements	9
3	Lubricant Performance Tests	11
4	Duplicate Test Results	11
5	Overall Performance of Military Engine Oils	12
6	Summary of Completed Test Results	14
7	JD-410 Vehicle Wet-Brake and Hydraulic Performance	21
8	Maintenance Problems During Field Evaluation	22

I. INTRODUCTION/BACKGROUND

In many aspects, the Army's military construction mission resembles the tasks of civilian construction enterprises. These construction companies practice continuous competition through research and development. nizing the same need for modernization as well as being confronted with decreasing R & D budgets, the Army adopted a policy of procuring construction-type equipment (CCE) from commercial sources.(1)* In other words, the Army purchased standard "off-the-shelf" equipment to better accomplish its construction tasks. Today the majority of the construction equipment and selected material handling equipment (SMHE) utilized by the Army is of the commercial or modified commercial type. The balance is procured under government-controlled drawing packages. Although obvious advantages exist for this policy, certain problems require resolution to make the CCE and SMHE program successful. These CCE and SMHE items have hydraulic systems that use various commercial components. The fluids sed in these hydraulic systems are considered as components of the total system and are frequently provided as commercial proprietary fluids. The components vary considerably in quality, reliability, and performance. In the past, the only way to differentiate between acceptable and unacceptable components has been extensive/expensive end-item testing. This problem has existed because no standardized requirements and test methods have been available to component manufacturers or users. Therefore, this project was initiated in April 1980 as an important element in MERADCOM's overall Military Adaptation of Commercial Item (MACI) Hydraulic Systems and Component Program.

II. OBJECTIVE

The objective of the MACI program is to provide a process whereby the government may coordinate its efforts with industrial users and hydraulic/power transmission fluid (HPTF) component manufacturers, to achieve the acceptance of standardization requirements and tests to evaluate systems and components. Once adopted, test data generated by commercial laboratories

^{*}Underscored numbers in parentheses refer to the list of references at the end of this report.

can be used by the government to verify acceptability of hydraulic components and systems. In instances where there are highly defined military specification products such as hydraulic fluids and oils, it is anticipated that adaptations may be required to ensure compatibility/ performance in commercial systems.

The MACI project provides technical data for use in end-item specifications to ensure that procurements of mobile construction and selected materials handling equipment will have hydraulic systems of the highest degree of quality and reliability. The effort is to reduce the life cycle cost of hydraulic (fluid power systems) by procuring standard commercial items with proven reliability and maintainability, and when appropriate, by defining the limits of acceptability for using military specification products.

The specific objective of the MACI program is to perform technical evaluation and assessment of commercially available qualified and fielded military engine oils and to determine if such oils can be used as hydraulic fluids in Army commercial construction equipment and selected material handling equipment.

III. TEST DETAILS

A. Lubricants

For this test program, nine lubricants were evaluated. Each lubricant was designated with a code number for laboratory use. The code number for each lubricant, along with its specification, type and description, is shown in Table 1. Some of these products were randomly selected, while others were selected because they demonstrated good performance in other engine and hydraulic system programs, qualification testing, and from actual field experience. Included in the program is lubricant 1, a MIL-L-2104C specification grade OE/HDO-10 which is the oil that met the John Deere JDM-J20A specification in an earlier program (2), and is undergoing field evaluation; lubricants 2 and 5 are also qualified under MIL-L-2104C grade OE/HDO-10 along with lubricant 3, a commercially available grade 10W-30 oil which

satisfies MIL-L-2104c; and one Arctic oil, lubricant 4, qualified under MIL-L-46167. An additional multiviscosity 10W-40 oil, lubricant 6, proposed for military use and fulfilling MIL-L-2104 requirements, was included in the program. Three oils which qualified under MIL-L-2104C, grade OE/HDO-30, lubricants 7, 8 and 9 were selected randomly from the list of grade OE/HDO-30 qualified products.

Lubricant 4 was dropped from continued testing after failing four of the first six tests. The remaining tests were performed on the additional grade 10W-40, lubricant 6.

The above specification engine oils were subjected to ten selected test requirements discussed in the following section.

TABLE 1. TEST LUBRICANTS EVALUATED

Lube No.	Grade	Specification	Description
1	OE/HDO-10	MIL-L-2104C	Army fielded oil
2	OE/HDO-10	MIL-L-2104C	Army fielded oil
3	10W-30	MIL-L-46152	Commercial Source
4	5W-20	MIL-L-46167	Army fielded oil
5	OE/HDO-10	MIL-L-2104C	Army fielded oil
6	10W-40	MIL-L-2104 Level	Commercial Source
7	OE/HDO-30	MIL-L-2104C	Army fielded oil
8	OE/HDO-30	MIIL-2104C	Army fielded oil
9	OE/HDO-30	MIL-L-2104C	Army fielded oil

B. Test Procedures

At the present time, there is no single common specification for hydraulic and power transmission fluids. The manufacturers of commercial construction and material handling equipment issue their own proprietary specifications for hydraulic and power transmission fluids. An ASTM panel is working towards development of a uniform specification for multipurpose power transmission fluids. To aid in selection of the test procedures performed in this program, a listing was made of the various manufacturers' Requirements For

Hydraulic and Power Transmission Fluids (Table 2). This table also includes the specification requirements proposed by the ASTM panel. From this listing, nine tests were selected which were best suited to this program; these tests are shown in Table 3.

Test j is the test which AFLRL developed in conjunction with John Deere personnel and is used to evaluate wet-brake/fluid performance in Army fielded tractors. (2) The details of the tests are discussed in the following sections.

C. Listing of CC2/SMHE and Components

Results from the first year effort and past 6.2 funded R & D efforts show that numerous tests are required if all potential CCE/SMHE components are to be addressed. During the second year, two lists were prepared to help in future work. One list contains all the present/planned CCE/SMHE, and the other list provides the manufacturer of the hydraulic/power transmission components and drives used in each type of equipment.

IV. DISCUSSION OF RESULTS

Lubricants 1, 2, 3, 5, 6, and 8 were subjected to all the tests listed in Table 3; Lubricants 7 and 9 were subject to all the tests in Table 3 except for test d, THM Transmission Oil Oxidation Stability. Tests g, h, i, and j were not performed on lubricant 4. Additional or duplicate tests were performed on lubricants 6, 8 and 9, Table 4.

A summary of the overall performance of all of these tests can be seen in Table 5, and the data from the results of these tests are shown in a subsequent table.

A. TO-2 Wet Clutch Friction Retention (Caterpillar Tractor Co.).

This test makes use of the SAE No. 2 Friction Test Device which has the clutch plates totally submerged in the test fluid. The device is found in

TABLE 2. LISTING OF SUPPLIERS OF HYDRAULIC/POWER TRANSMISSION SYSTEMS FLUID REQUIREMENTS WHEELED AND/OR CRAWLER

Manufacturer Specification	Allis- Chalmers PF 821	A111son C-3	Caterpillar CD/TO-2	Case TCH145	Deutz GL-4	John Deere JDM-J21A	Harvester B-6
Visit CS+							
0 40°C	×	×	×	X	×	N.	XX
	: >	: ×	: >	×	×	×	×
C+++1.4+::	: 2	9	; >	: >	QN.	>	>
Index	¥ 2	an an	< >	< >	É×	ž	: ×
11 000 000	: :	* >	: >		: 5	: >	; >
(1-0) 7 8*/1-	~ !	۲ ;	« !	κ !	¥ !	< ∮	<;
(-20°F)	Ĕ	×	¥	ž	ž	N.	×:
Flash Point, °C	×	NR	×	×	×	×	×
Fire Point, °C	æ	NA NA	Æ	.×	¥	Æ	X.
Pour Point, °C	×	×	×	×	×	×	×
Rust Protection	×	×	æ	×	×	×	×
Corrosion	×	XX.	×	×	×	×	×
AntiFoam	: ×	×	×	×	×	ž	×
Subbar Compatibility	: >-	: >	a Z	; >	; >	a.	: >
Composite to the contract	< >	e <u>P</u>	É >	< >	< >	í >	< >
Mandaction of when the control of the	< >	; >	. 5	< >	; >	; >	: >
oxidation o Inermal Stability	~ !	∢;	¥:	: ۲	< ;	ا >	<:
Friction, Clutch and/or Brake	XX	×	×	×	×	X.	×
Fransmission Durability	×	ĸ	¥	æ	×	*	×
Wear Protection	×	×	Ě	×	×	×	Æ
Foxicity	N.	N.	NR	×	NR	æ	ĸ
API Gravity	NR	SEN.	×	NR.	M	£	NR
Aniline Point	æ	Ä	NR	æ	N.	æ	×
Color	NR	¥	M	MR	MR	æ	×
Hydraulic Performance	æ	æ	N.	×	×	MR	×
Metals	×	¥	×	æ	NR	*	N.
Neutralization Number	X	NR	NR	æ	N.	W.	XX.
Odor	N.	N.	W.	X.	M	N.	N.
Carbon Residue	N.	¥	×	ž	Z.	ž	Z.
Precipitation	N.	N.	NR	W.	×	AN.	N.
Sanonification	ğ	ž	æ	ž	Z.	æ	ž
Stable Pour Point	Z	ž	. ×	ž	Ä	ĕ	ž
Sulfated Residue	¥	N.	: ×	N.	2	N.	ž
Sulfur	9	ğ	: >	ş	9	-	ax
Phoenhoris	£ £	1	< >	Ę	£ 9	< >	£ 9
en Toudeou	£ !	£ !	<:	¥ .	£ £	< :	£ §
Culorine	Ä	ž	×	ž	×	~	×
Nitrogen	æ	ž	×	æ	Ĕ	×	¥
Low Temp Deposits	æ	¥	×	¥	æ	¥	N.
Bearing Corrosion	MR	NR	×	NR	XX	N.	Æ
Ring-Sticking, Wear Deposits	æ	N.	1	N.	N.	¥	N.
Med1um-Speed	N.	Æ	×	NR	Ä	M.	X.
H1gh-Speed	Ä	Z.	*	ž	ž	¥	X.
Water Tolerance	¥	¥	: ×	N.	×	£	×
Dynamic Corrosion (Sundstrand)	¥	W	N.	N.	×	×	. W
Cold Off Flowahility	ž	N.	an	an	>	aN	ĝ
freezence	-	=		-		.	

X = To be determined NR = Not required 9

TABLE 2. LISTING OF SUPPLIERS OF HYDRAULIC/POWER TRANSMISSION SYSTEMS FLUID REQUIREMENTS WHEFLED AND/OR CRAWLER (Cont'd)

Manufacturer Specification	Massey- Ferguson Mil36	Minneapolis Moline 35301	011ver/ White S-3727-B	Versatile JDM-J20A	Fiat-Allis GM-6137-M	Ford M2C134-A	ASTM
K. Vis., cSt							
J.07 0	N.	×	×	NK	æ	N.	Ä
@ 100°C	×	×	×	×	×	×	×
Stability	×	×	N.	×	æ	×	×
Index	×	×	NR	N.	æ	¥	N.
-17.8°C (0°F)	×	×	M.	×	×	×	×
(-20°F)	æ	MR.	NR	X.	×	¥	×
Flash Point, °C	NR	×	×	×	×	×	×
Fire Point, °C	æ	×	X.	N.	×	×	XX
Pour Point, °C	×	×	×	×	S.	×	Æ
Rust Protection	×	×	N.	×	×	×	×
Corrosion	×	× :	× :	×;	× :	× :	×
AntiFoam	×	×:	× !	× :	× :	×÷	∀ ∶
Rubber Compatibility	×	× :	¥ ;	× :	× :	× :	×
Compatibility w/other Oils	Ä	×:	N.	× :	×	×	ž
	×	×	¥	×	×	×:	×:
Friction, Clutch and/or Brake	NR	×	×	×	×	×	×
Transmission Durability	×	×	æ	×	×	×	¥
Wear Protection	×	×	NR	×	×	×	×
Toxicity	×	×	NR NR	¥	×	×	NR.
API Gravity	æ	×	MR	NR	MR	M.	NR
Aniline Point	N.	×	NR	NR	æ	Ä	¥
Color	NR R	M	×	NR	NR.	W.	NR
Hydraulic Performance	Ħ	æ	W.	×	×	¥	×
Metals	MR	æ	NR	X.	¥	×	NR.
Neutralization Number	MR	×	×	NR	NR	æ	ĸ
0dor	MR.	×	NR	¥	NR.	×	NR
Carbon Residue	MR	N.	N.	NR NR	¥	¥	¥
Precipitation	NR	×	K.	ž	Æ	ž	X.
Saponification	N.	Ĕ	×	XX:	X.	E:	¥ :
Stable Pour Point	æ	NK	NR	N.	X.	ZZ.	X.
Sultated Residue	ž	X ;	¥!	ž!	ž!	ž!	X :
Sultur	¥.	× !	X.	ž	ž!	ž	X !
Phosphorus	¥.	¥ !	XX.	ž	ž!	ž !	ž
Chlorine	æ	NR	NK NK	XX.	¥	ž	¥.
Nitrogen	Ħ	Æ	Ĕ	¥.	XX	¥	ž.
Low Temp Deposits	Ä	Ĕ	N.	Ĕ	ĸ	¥	N.
Bearing Corrosion	NR	SE SE	Æ	æ	¥	NR	¥
Ring-Sticking, Wear Deposits	æ	MR	NR	æ	æ	æ	X.
Medium-Speed	MR	MR	æ	NR	Æ	æ	W.
H1gh-Speed	N.	N.	æ	æ	æ	¥	N.
Water Tolerance	MR	NR	W.	×	×	N.	×
Dynamic Corrosion (Sundstrand)	æ	æ	NR	Ä	¥	¥	×
Cold Oil Flowability	æ	NR.	NR	×	N.	A.	¥
Galvanic Protection	æ	¥	X.	ž	MR.	X.	×

X = To be determined NR = Not required

10

TABLE 3. LUBRICANT PERFORMANCE TESTS

TEST	TEST DESCRIPTION
a.	Wet Clutch Friction Retention (Caterpillar, TO-2)
b.	Wet Clutch Friction Retention (Detroit Diesel Allison, C-3)
c.	Vane Pump Wear (DDA, C-3)
d.	THM Transmission Oil Oxidation Stability (DDA, C-3)
е.	Seal Compatibility (DDA, C-3)
f.	Vickers Vane Pump Wear (ASTM, D 2882)
g•	Dynamic Corrosion (Sundstrand axial piston pump water contamination) JDM-J21A Tentative.
h.	Wet Brake Chatter (Massey Ferguson 1135 In-Vehicle)
i.	Water Sensitivity (John Deere JDM-J20A 4.6)
j.	Wet-Brake Chatter and Hydraulic System Performance (John Deere 410 In-Vehicle)

TABLE 4. DUPLICATE TEST RESULTS

Lube No.		Test No.
6 and 8	f.	Vickers Vane Pump Wear (ASTM D2882)
8	ь.	Wet Clutch Friction (DDA, C-3)
8 and 9	а.	TO-2 Wet Clutch Friction (Caterpillar).

OVERALL PERFORMANCE OF THE MILITARY ENGINE OILS TABLE 5.

					LUBRICANT OILS	CANT	STIO			
	TEST	-1	$\frac{1}{2}$	m	4	2	9	7	8	6
Α.	TO-2 Wet Clutch Friction Retention	Δ,	(Eu	ഥ	ſz.	ο.,	۵.	۵.	P/F	P/F
m	C-3 Wet Clutch Friction Retention	۵.	۵.	۵.	(±,	Q.	م	م	۵.	م
ပံ	C-3 Vane Pump Anti-Wear	۵	۵.	۵.	Ĭ±,	BP	۵.	ď	۵.	ď
Ö.	C-3 THM Transmission Oxidation	۵,	۵.	Δ.	o.	ď	Δ,	QN	۵.	Ø
គ្ន	C-3 Seal Compatibility	Δ.	۵	م	۵.	۵,	۵,	Δ,	۵,	Δ,
js.	Vickers Vane Pump Wear (D 2882)	م	Δ.	م	[24	ţz.	BP	<u>α</u>	ρ.	ρ ₄
.	Dynamic Corrosion (JDM-J20A Tent.)	م	۵,	۵,	Q	Œ	م	۵.	۵	p.
.	Wet-Brake Chatter (MF)	BP	а	[±4	QN	îz.	BP	۵	Q.	Q,
.	Water Sensitivity (JDM-J20A)	۵,	Δ,	ᅀ	QN	۵	Δ.	۵.	ىم	<u>م</u>
٠,	Wet-Brake Chatter and Hydraulic Performance (AFLRL)	<u>a</u> .	B F	BF	ON	BF	B.	<u>ο</u> ,	o.	0 -

= Pass = Fail **6**4

BF = Borderline Pass BF = Borderline Fail ND = Not Determined

ì

most petroleum research and development laboratories, as well as independent testing laboratories. The standard SAE No. 2 Friction-Test Device is modified (3) to provide oil flow through the clutch pack to an external oil reservoir and oil cooler. Also, the clutch pack lock-up time was controlled to 1.8 seconds. Bronze-on-steel friction materials were used because most Caterpillar-built power transmissions use these materials. The results compare very favorably with the full scale Caterpillar power shift transmission. The test criteria for a satisfactory TO-2 Friction Retention Performance are:

- Maximum Wear bronze discs 0.25 mm (0.010 in.) total
 steel plate 0.1 mm (0.004 in.) total
- Test Cycles minimum cycles 15,000
- Maximum slip time increase 20% for Grade 10
- Maximum slip time increase 15% for all others

Lubricants 1, 5, 6, and 7 passed all phases of this test. Lubricants 2, 3, and 4 failed the maximum slip time increase. Lubricants 1, 4, 5, 6, 7, 8 and 9 completed the minimum test cycles. Lubricants 1, 3, 6, 7, 8 and 9 passed both the bronze disc and steel plate wear. Lubricants 8 and 9 were run in duplicate, and each gave one passing and one failing result of the slip time parameter. These two lubricants will be tested for a third time in the next phase of this program. The average of the three tests for each lubricant will indicate the acceptance level, in accordance with the requirement of the proponent of this test. (3) Data from this test, as well as other tests mentioned in Table 3, are included in Table 6.

B. C-3 Wet Clutch Friction Retention (Detroit Diesel Allison, DDA)

This test (4) also makes use of the SAE No. 2 Friction Test Device. Cooling is controlled by water flowing around the outside of the test cavity. The clutch discs are of standard resin graphite with steel plates. Except for clutch discs and fixtures, all changes were machine settings only. The C-3 test results compare favorably with full-scale DDA off-highway power shift transmissions. The test criteria for satisfactory C-3 Friction Retention performance are:

TABLE 6. SUMMARY OF COMPLETED TEST RESULTS

Lubr	icant Code	1	2	3	4
Code	Test Procedure	•			
		OE/HDO-10	OE/HDO-10	10W/30	5W/20
1	TO-2 FRICTION CHARACTERISTIC TEST (CAT)	13 16	F2 F0	22.26	31.6
	Percent Change, 15% Max	13.18	52.50	23.26	
	4-Bronze Discs Avg Wear, 0.010 Max	0.0064	0.0523	0.0047	0.008
	5-Steel Plates Avg Wear, 0.004 Max	0.0034	0.0049	0.0032	0.004
	Test Cycles, 15000 Min	15,000	4,500	10,900	15,00
,	C-3 FRICTION RETENTION TEST (DDA)				
	Max Slip Time at 5500 Cycles, 0.85 Sec.	0.79	υ. 79	0.78	0.85
	Min Torque at 0.2 Sec Slip Time at 5500				
	Cycles, 75 ft-1b	88	86	90	67
	Difference in Torque at 0.2 Sec Slip Time				
	Between 1500 and 5500 Cycles, 30 ft-1b max	26	16	0	40
	C-3 PUMP ANTI-WEAR TEST (DDA)				
	Cam Rig Grinding Patter Remaining, %	96 to 98	91 to 95	88 to 91	60+
	Scuffing, Scoring or Chattering	Trace	Trace	Trace	Light
	Pressure and Thrust Plate	Trace	Trace	Trace	Trace
	recodic din ining light	Hace	Hace	rrace	i i ac
	C-3 THM TRANSMISSION OXIDATION TEST (DDA)	5 / 2	1 /5	16.77	3.0
	% Viscosity Increase at 210°F, 15% Max	5.43	1.45	-16.76	-2.0
	0 ₂ Concentration at 300 hr, not less than 2%	10.5	10.0	10.0	9.6
	Sludge	Trace	Trace	Trace	Trace
	Varnish	Trace	Trace	Trace	Trac
	Spot Test	Pass	Pass	Pass	Pass
	C-3 SEAL COMPATIBILITY TEST (DDA)				
	Total Immersion				
	Volume Change	+0.84	+1.67	+3.27	+0.3
	Hardness Change	+1	+2	+2	+1
	Dip Cycle				
	Volume Change	+3.12	4.08	+5.42	+4.40
	Hardness Change	-2	-2	-2	-2
	**	-2		-2	-4
	Tip Cycle	. 2. 00	. 2 71	. 2 0/	
	Volume Change	+2.90	+3.71	+3.84	+3.15
	Hardness Change	-2	-2	-3	-3
f	VICKER VANE PUMP WEAR (ASTM D 2282)				
	Ring Wt Loss, mg	30.1	30.8	26.6	210.0
	Vanes Wt Loss, mg	3.6	3.0	0.0	2.5
	Total (100-Hr Ford M2C143-A, 50 mg Max)	33.7	33.8	26.6	212.
	Dynamic Corrosion (Sundstrand Axial Piston				
	Water Contamination) Flow Degradation, 10% Max.	1.3	0.6	-1.3	ND
		Good	Good		ND ND
	Pump Parts Condition, Good Min.	Good	6000	Good	ND
1	WET BRAKE CHATTER IN MASSEY FERGUSON				
	1135 Tractor: Average of Ref. Runs				
	Min 08	35	26	53	ND
	Max 53	48	44	61	ND
	Avg 24	41	35	57	ND
	WATER SENSITIVITY (JDM-J20A)				
	Sediment, vol%, 0.1 Max	0.02	0.075	0.5	ND
	Additive Loss, No. Mass, 15 Max	0.4	0.05	0.11	MP
	Ca	9.6	0.05	0.11	ND
	P	0.12	0.06	0.08	ND
	Zn		0.09	0.12	ND
ı	USAFLRL WET BRAKE CHATTER AND HYDRAULIC				
•	PERFORMANCE IN JD 410 JDM-20A FLUID		100		••-
	Wet-Brake Chatter = 158	156	180	193	ND
	Front Bucket Dump at 1500 rpm, sec = 2.7	2.6	3.4	4.1	ND
	trans and the same are a find and a find		3.9	4.7	

5	6	6	7	8	8	9	9
OE/HDO-10	10W/40	RERUN	OE/HDO-30	OE/HDO-30	RERUN	0E/HDO-30	RERUN
6.90 0.0126 0.0046 15,000	8.67 0.0053 0.0025 15,000	ND ND ND ND	5.45 0.0029 0.0029 15,000	12.66 0.0035 0.0029	28.57 0.0049 0.0030	17.5 0.0034 0.0028	8.52 0.0051 0.0035
0.81	0.74	ND	0.74	0.72	0.75	0.72	ND
79	95	ND	108	115	93	118	ND
14	0	ND	8	4	17	8	ND
+75 Trace Trace	85 to 88 Trace Trace	ND ND ND	95 to 98 Trace Trace	84 to 87 Trace Trace	ND ND ND	89 to 92 Trace Trace	ND ND ND
0.28 15.4 Trace Trace Pass	-19.58 9.5 Trace Trace Pass	ND ND ND ND	ND ND ND ND	3.43 6.8 Trace Trace Pass	ND ND ND ND	ND ND ND ND	ND ND ND ND
+0.82 +1	+0.72 +1	ND ND	+1.66 +1	-0.19 +2	ND ND	+2.24 +2	ND ND
+4.91 -2	+4.05 -2	ND ND	+4.33 -1	+3.15 -1	ND ND	+4.84 -2	ND ND
+3.20 -3	+3.07 -2	ND ND	+2.18 -3	+1.79 -2	ND ND	+2.34 -3	ND ND
110.8 13.4 124.2	51.1 7.2 58.3	56.2 2.9 59.1	11.5 2.0 13.5	45.1 1.1 47.2	42.1 1.1 43.2	13.5 3.0 16.5	ND ND ND
21•2 Good	0.6 Good	ND ND	7.8 Good	2.7 Good	ND ND	1.3 Good	ND ND
53 57 57	31 42 42	ND ND ND	22 53 38	29 45 39	ND ND ND	31 44 36	ND ND ND
Ттасе	Trace	ND	Trace	NONE	ND	0.025	ND
0.09 0.12	0.26 0.08 0.11	ND ND NO	10 10 10 10 10 10		ND ND ND	5.8	ND ND ND
182 3.2 3.6	197 3.8 4.3	ND ND ND	126 5•2 4•8	136 4.9 4.5	ND ND ND	139 4.6 4.5	ND ND ND

- Maximum slip time at 5500 cycles, 0.85 sec
- Minimum torge at 0.2 sec slip time at 5500 cycles, 75 ft-lb
- Maximum difference in torque at 0.2 sec slip time between 1500 and 5500 cycles, 30 ft-lb

Lubricants 1, 2, 3, 5, 6, 7, 8 and 9 passed all phases of the test. Lubricant 4 failed two of the three phases, and Lubricant 8 was run in duplicate and passed all phases of the test.

C. C-3 Vane Pump Antiwear (DDA)

The test determines the fluid antiwear properties in a motor-driven Saginaw power steering pump at 2950 rev/min at 900 psi for 50 hours. The test criteria for satisfactory performance are:

Pump cam ring shall still show the grinding pattern for 360°, and shall be free from scuffing, scoring, or chatter wear marks, Pressure and Thrust plate wear.

As noted in Reference 5, good performing lubricants do not fall below the 80-percent level. Lubricants 1, 2, 3, 6, 7, 8 and 9 were acceptable, with lubricant 4 considered as a fail. Lubricant 5 was considered a marginal pass.

D. C-3 THM Transmission Oxidation (DDA).

This test (4) uses a General Motors Hydraulic THM-350 transmission and is driven at 1755 rev/min, under no output load, at 163°C (325°F) convertor-out temperature, for 300 hours. Air is introduced at a rate of 30 cm³/min to determine the oxidation resistance and thermal stability of automatic and power shift transmission fluids. The test criteria for satisfactory performance are:

Percent viscosity increase at 210°F, 15% max Oxygen concentration at 300 hours, not less than 2% Sludge Varnish Oil spot test All those lubricants tested (1, 2, 3, 4, 5, 6 and 8) passed this test. Lubricants 7 and 9 were not tested in an effort to cut costs. It has been AFLRL experience that all fielded MIL-L-2104C lubricants have passed this test.

E. C-3 Seal Compatibility (DDA)

For this test (4), three different seal materials are used. Buna-N seal compound is subjected to hot transmission fluid, and measurements of volume and hardness are made before and after test. Silicone and polyacrylate seal compound is subjected to hot transmission oil and to a hot air/hot oil vapor atmosphere, and measurements of volume and hardness are made before and after test. The test pass or fail criteria for fluid performance are:

All the lubricants (1, 2, 3, 4, 5, 6, 7, 8 and 9) passed all phases of the seal compatibility test.

F. Vickers Vane Pump (ASTM D 2882)

This test consists of a rotary vane pump operating at 1200 rpm, at 2000 psi, circulating 3 gallons of oil at a temperature of 65.6°C (150°F) or 79.5°C (175°F) for 100 hours. Pump wear total, consisting of cam ring and vane weight losses during test, are the results obtained. The performance criteria vary among manufacturers.

Ring Weight Loss, mg Vanes Weight Loss, mg Total Weight Loss, 50 mg max

This method has a relatively poor precision as indicated by high values of

the repeatability and reproducibility random errors. (6) The manufacturers' requirement limit of 50 to 100 mg maximum weight loss is much smaller than the testing error. In this program, the 50 mg limit was assumed as performance criterion following the tentative specification for hydraulic fluid developed by the ASTM panel (Appendix A). Lubricants 1, 2, 3, 7, 8 and 9 passed the test. Lubricants 4 and 5 failed, giving high values of the total weight loss. Lubricant 6 was run in duplicate, and the average value of 58.7 mg indicates a borderline pass.

G. Dynamic Corrosion (Sundstrand Axial Piston Pump Water Contamination)

The test determines the percent flow loss due to water contamination in a Sundstrand 22 Series Axial Piston Pump (variable displacement) using one-half of full stroke at 3100 RPM \pm 100 using 5000 PSI, a reservoir temperature of 150°F \pm 10°F, a loop temperature of 180° \pm 10°F, 5 in. Hg. maximum inlet vacuum and 1% distilled water for 200 hours. This is preceded by a 25-hour start-up and break-in period with no distilled water present. The reported test data are:

Flow Loss at 5000 PSI, 10% max.
Pump Parts Condition, Good min.
Viscosity at 100°F
Viscosity at 210°F
Water Percent
Acid No.
Wear Metals, ppm
Iron
Copper
Chrome
Lead

Lubricants 1, 2, 3, 6, 7, 8 and 9 passed the % flow degradation, and all the pump parts were in good condition. Lubricant 5 passed the pump parts condition phase of the test but failed the % flow degradation phase; therefore, this oil is considered a fail. This lubricant had a good flow until the 130-hour period, at which time the flow decreased steadily. In addition, the case pressure was hard to maintain when it reached 200 hours. There also appeared to be no corresponding increase or decrease in water %, acid number, viscosity, or wear metals. Lubricant 4 was not tested.

H. Wet Brake Chatter (Massey-Ferguson 1135 In-Vehicle)

The test tractor is a Massey-Ferguson Model 1135 and is equipped with a six-speed transmission incorporating a two-speed auxiliary transmission. The test procedure consists basically of a drain-flush-refill with test oil, and repetitive applications of left and right brakes with a recording of brake chatter under various gear-speed conditions. The analysis of the chatter recording is then made to provide a comparison and ranking of the test oils. Test criteria for the reported data are:

Low Chatter 10 - 20
Medium Chatter 20 - 40
High Chatter 40 - 50
Heavy Chatter 50 and above, fail

Lubricants 2, 7, 8 and 9 fell in the medium chatter range, with lubricants 1 and 6 falling in the high chatter range. Lubricants 3 and 5 fell in the heavy (fail) chatter range.

I. Water Tolerance (John Deere JDM-J20A)

A mixture of 199.2 cm³ of oil and 0.8 cm³ defonized water is mixed in a blender for 60 seconds, maintaining 12,000 to 14,000 rpm. The mixture is transferred to a centrifuge tube and stored in a light-tight chamber for 7 days. The sample is centrifuged, and the percent volume of sediment is reported. The top oil phase is analyzed for metallic constituents of additives. The test criteria for a satisfactory performance are:

Sediment, Vol%, O.1 max Additive Loss, % mass, 15 max

All lubricants tested passed this test. Lubricant 4 was not tested.

J. Wet Brake Chatter and Hydraulic Performance (AFLRL)

This test is performed in a John Deere Model 410 front loader/backhoe tractor. The tractor is equipped with a four-speed transmission incorporating a two-speed auxiliary transmission. The test procedure consists basically of testing the tractor with John Deere JDM-J20A lubricant, then drained, flushed, and refilled with test oil, repetitive applications of left-turn-left brake and right-turn-right brake at 57°C (135°F) and 74°C (165°F) with a recording made of that chatter with the transmission in 1st gear, second auxiliary range (fifth gear) and then a comparison analysis of the chatter recording is made with the JD fluid. The front loader and backhoe operations are timed, and brake lock-up and operating valves are evaluated to provide a comparison ranking. The test criteria for satisfactory performance are:

Wet Brake Chatter compared to JDM-J20A fluid Front loader performance Backhoe performance Pressure Control Valve performance Panic Brake lock-up

In this test, four lubricants (1, 7, 8 and 9) had a lower wet-brake chatter than the John Deere Reference fluid. All four were MIL-L-2104C lubricants, one was lubricant 1, an OE/HDO-10, and the other three were OE/HDO-30 lubricants. Lubricants 2, 3, 5, and 6 had more brake chatter than did the John Deere reference fluid. Lubricants 1, 2 and 5 had the fastest response time, with the multigrade lubricants 3 and 6 and lubricants 7, 8 and 9 (OE/HDO-30) having the slowest response times. None of the lubricants that had slower response times and more wet-brake chatter was considered to be excessive to the point that it would substantially hinder operation of the vehicles.

K. Field Evaluation

The three John Deere Model 410 front loader/backhoe tractors in the field evaluation at the 62nd Construction Engineer BN in Ft. Hood, Texas were evaluated for wet-brake chatter and hydraulic performance every 4 months. The results from the initial start of test and December 1981 are summarized in Table 7. One tractor uses the baseline lubricant, which meets the John Deere JDM-J2OA specification; two tractors use the test oil, a fielded MIL-L-2104C grade DE/HDO-10 (NSN 9150-01-090-5753) lubricant.

TABLE 7. JU-410 VEHICLE WET-BRAKE AND HYDRAULIC PERFORMANCE

Company	Fluid	Hot 12/78		Brake (12/78	12/81	Front Loader	Backhoe
В	OE/HDO-10	722	1441	132	216	Slow-Smooth	Slow-Smooth
С	OE/HDO-10	894	1607	128	187	Mod-Jerky	Mod-Smooth
D	JDM-20A	776	1690	135	189	Slow-Jerky	Mod-Smooth

The front loader and backhoe of the tractor in "B" Company [using the MIL-L-2104C OE/HDO-10] performed slowly but smoothly. The wet-brakes had more chatter than did the tractor in "D" Company, which uses the baseline JD proprietary fluid. The right brake pedal had to be pumped with each use, while the left brake performed satisfactorily. When the panic stop was made, only the left wheel would skid.

The tractor in "C" Company, which also uses the OE/HDO-10 grade oil, performed moderately fast and slightly jerky in the front loader but quite smoothly with the backhoe. The wet-brakes had less chatter than did the baseline tractor in "D" Company. Both brake pedals were well adjusted. During the panic stop, both wheels made a skidding stop.

The tractor in "D" Company, which uses the baseline proprietary JD fluid, performed slowly and a little jerky when using the front loader, while the backhoe operated moderately and smoothly. There was some leak-down in the frontloader and backhoe. This leak-down was probably caused by the leak in the backhoe bucket hydraulic line. Also, the left brake pedal was very soft and would not lock up the brake. The right brake was acceptable. The panic stop, when applied, would only skid the right wheel.

Each of these three vehicles has had the forward clutch pack replaced during the field evaluation along with broken hydraulic lines, numerous fitting leaks, etc., as shown in Table 8. The clutch replacements and the other hydraulic problems are not attributed to the lubricants, but appear to the operational and maintenance related.

TABLE 8. MAINTENANCE PROBLEMS DURING FIELD EVALUATION

	B Company	C Company	D Company
Lubricant Date Placed on Test	MC-606 3-9-79	MC-606 7-14-78 ^b	JD-20A 8-24-78
Condition of Vehicle		, , , , ,	· · ·
When Put on Test	Fair	Poor	Good
Leak in Hydraulic Lines	Y	$_{\mathbf{v}^{\mathbf{d}}}^{\mathbf{Y}}$	Y
Forward Clutch Pack Replaced	λ_c	Ya	Y
Rear Axle Seal Leak	N	N	Y
Broken Axle	Υe	N	Y
Bad Brake One Side	Y	Y	Y
Transmission Leak	Y	N	N
Reverser Valve	Y	N	N
Left Brake Assembly	Yr	N	N
Hours of Test	1441	1607	1690

 $\overline{Y} = Yes$

 $N = N_{\rm O}$

It appears from the results of these three vehicles that the wet-brake chatter and overall hydraulic performance of MIL-L-2104C OE/HDO-10 grade oil is as good as the JD fluid with the possible exception that there was a small increase in wet-brake chatter in the tractor in "B" Company.

L. Multipurpose Power Transmission Fluid

The Army's concern about proliferating HPTF requirements was brought to the attention of the American Society of Testing and Materials and the Society of Automotive Engineers in 1974 with a request to consider development of a multipurpose hydraulic fluid. (7) The Society of Automotive Engineers could

a was placed on test late due to oil leaks, bad brakes, and broken tachoneter.

b was using MC-88 OE/HDO-10 when put on test because the JD fluid was not available.

had torward clutch problem before put on test.

d had two clutches, one due to improper adjustment.

e vehicle was driven into a tree.

f had left brake problems before put on test.

obtain no agreement because each equipment manufacturer preferred its own proprietary fluid and again stated that MIL-L-2104C engine oils would produce problems if used. However, in late 1975, ASTM approved a panel to develop a multipurpose power transmission fluid specification. Personnel from AFLRL have met with this panel many times, and in October 1981 a tentative multipurpose power transmission fluid specification was approved. Appendix A is a first draft of the specification in SAE-recommended practice format.

M. Listing of CCE/SMHE and Components

Appendix B lists the CCE/SMHE in present and proposed Army inventory. The density of the equipment in the Army ranges considerably from two well drilling machines, (6 in. at 1500 ft) to 999 fork lifts (4000 lb). Also 1163 fork lifts, (6000 lb R & T) and as few as 9 elevating scrapers (9 cu yd) are proposed to be purchased for the Army inventory.

Appendix C shows the manufacturers of the various different components. There are approximately nine different manufacturers of engines, including fuel and electric, ten manufacturers of transmissions; six manufacturers of torque convertors; eleven manufacturers of hydraulic pumps; 12 manufacturers of power steering units; ten manufacturers of rear drive units, and five manufacturers of front drive units.

V. CONCLUSIONS

From the presented data, and from the summarized results (Table 5), it can be seen that not all eight of the fielded MIL-L-2104C and MIL-L-46167 lubricants passed all the bench performance tests and in-vehicle tests. This is particularly unusual with the Caterpillar and Detroit Diesel Allison tests, because these manufactures design their power transmissions to operate with MIL-L-2104C and MIL-L-46167 engine specification lubricants. The three grade OE/HDO-30 oils were selected randomly. Two of these oils are scheduled to complete their triplicate TO-2 friction test. Assuming satisfactory

performance results of the TO-2 test, these oils will have passed all the bench tests. It appears that all grade 30 MIL-L-2104C oil may pass all the bench tests and will be potential hydraulic fluids for use in Army commercial construction and material-handling equipment. Among grade OE/HDO-10 oils, only lubricant I passed all the bench performance tests. In previous work, lubricant I had passed the John Deere JDM-J20A specification and is on a field evaluation. In addition, all lubricants passed three of the tests: d. THM Transmission Oil Oxidation Stability (C-3), e. Seal Compatibility (C-3) and i. Water Tolerance (JDM-J20A). Not all lubricants passed the Wet-Brake Chatter (Massey-Ferguson, In-vehicle) and the Wet-Brake Chatter and Hydraulic Performance (John Deere In-Vehicle) tests. However, those lubricants that had slower response times and more wet-brake chatter were not considered excessive to the point that it would substantially hinder operation of the vehicles.

VI. RECOMMENDATIONS

Results from this program and past 6.2-funded R&D efforts show that numerous tests are required if all potential CCE components are to be addressed. The list of procured and proposed CCE shows a broad range of equipment representing many different suppliers. It is desirable that any lubricant selected for use in the CCE/HPTF systems be acceptable for use in the Army combat/tactical fleet engines and HPTF systems. The question then prevails as to whether or not military specification lubricants MIL-L-2104C/D, MIL-L-46152A/B, and MIL-L-46167 can protect all the different brands and types of component systems during the service life of the equipment, particularly after the warranty period. Because of the magnitude of the overall problem* and the continued uncertainty of whether or not the Army's lubricants will provide minimum protection in CCE/HPTF systems, the following work plan is recommended:

(a) Since MIL-L-46152A has been upgraded to MIL-L-46152B, two of these new lubricants, probably the 15W-40's, should be evaluated. These

^{*} Numerous manufacturers and suppliers have different lubricant requirements.

lubricants are not tactical but are used extensively throughout the Army. Two lubricants have also passed all the testing of the new MIL-L-2104D specification. Because these tactical lubricants will probably begin to appear in late 1982, it is advantageous to establish their performance in the CCE HPTF systems. In addition, new products have been qualified under MIL-L-46167 specification. Also, it would be advantageous and of interest to evaluate one of the MIL-L-21260B preservative lubricants. The evaluation of these lubricants will aid in selection of lubricants in section (f) below. These products should be those which demonstrate most favorable performance in other engine and hydraulic system programs, qualification testing, and from actual field experience. The tests to be conducted are shown in Table 3.

- (b) Using the previously developed list of present and proposed hydraulic/power transmission systems component manufacturers, identify equipment items which it is claimed cannot properly operate with military lubricants, to include MIL-L-2104C/D and MIL-L-46167 products.
- (c) Identify tests and criteria used for evaluating component acceptability. Also obtain available performance data with above-mentioned military specification products in these components.
- (d) From the components identifyied in (b) above, establish a list of critical items. The criteria to be used in preparation of the list should include, but not be limited to, consideration of the item density within the system, severity of operation, such as loading, temperature and duration of running, and equipment critical during military field application.
- (e) Select those tests identified in (c) above which are applicable for evaluating performance of the critical items listed in (d).
- (f) Using selected military specification lubricants, conduct the applicable test(s) to determine performance of the selected lubricants in each of the critical components.
- (g) Data from the test matrix of (f) above should be evaluated to select lubricants for field testing. The selection should be based on the pass/fail criteria established in (c) above. Lubri-

cants demonstrating marginal/poor performance should be given consideration in the selection process in order to determine if slight trade-offs in performance can be tolerated in actual field operation. Consideration should also be given to lubricants tested in previous programs.

- (h) Full-scale vehicle testing should be conducted to identify minimal acceptability of selected products for field application. The types of vehicles to be tested should be minimized based on critical components identified from the test matrix.
- (i) Based on the results of the full-scale testing, the suitability of various military specification lubricants for use in fielded equipment would be determined.

VII. LIST OF REFERENCES

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- 6. "Annual Book of ASTM Standards," American Society for Testing and Materials, part 24, Test D 2882, Philadelphia, PA (1981); ASTM Technical Division N, Proposed Standard Method for Indicating the Wear Characteristics of Petroleum and Non-Petroleum Hydraulic Fluids in a Constant Volume Vane Pump (to replace D 2882), 1982.
- 7. Letter, MERADCOM, STSFB-GL, ASTM D2, Technical Div. B-11, Automatic Transmission Fluids, 13 August 1974.

APPENDICES

APPENDIX A. PROPOSED ASTM MULTIPURPOSE POWER TRANSMISSION FLUID SPECIFICATION

Property/Performance	Limits	Test Method
viscosityNEW a) Centistokes/100°C b) Centipoise c) Borderline Pumping Temperature, °C	Individual Equipment manufacturers will recommend viscosity grades for various ambient temperatures specifying grades using the SAE J-300D Sept 80 viscosity classification system.	ASTM D 445 ASTM D 2602 ASTM D 3299
VISCOSITYSHEARED a) Kinematic/100°C, cSt	Report the viscosity obtained at the end of D 2882 and the Dynamic Corrosion* Test	D 445 D 2882 Dynamic Corrosion Test*
FLASH POINT, °C	Report	D 92
FOAMING CHARACTERISTICS Sequence 1, cm ³ Sequence 2, cm ³ Sequence 3, cm ³	Dry With 0.5 vol% 25/0 25/0 50/0 50/0 25/0 25/0	D 892, Option A
SEAL COMPATIBILITY/ GM BUNA/N Volume Change, % Hardness Change, Points	0 to +6 0 to ±5	D 471
RUST RESISTANCE Spots per Length	No more than six per any 25 mm after 100 hours	IH BT-9*
WATER TOLERANCE Add 0.5 V% Water Sediment, %	0.1 maximum	JD J20A 4.6*
DYNAMIC CORROSION TEST Flow Loss, %	10.0 maximum	Sundstrand water contamination test*
VANE PUMP TEST Weight Loss, mg	50 maximum	D 2882
GEAR WEAR PROTECTION Micrometers Wear	Equal to or better than Ref TF-8	Modified JD J20A 5.4*
GEAR EP PROTECTION Weight Loss, mg	75 maximum	Chevron modified FZG* run at 120°C

APPENDIX A. PROPOSED ASTM MULTIPURPOSE POWER TRANSMISSION FLUID SPECIFICATION (CONTINUED)

OXIDATION PROTECTION Equipment and Fluid Evaluation	 No significant varnish or sludge on transmission parts No blacking or flaking of copper containing parts Oil shall not gain more than 15% in viscosity at 100°C 	DDA Test 122*
COPPER PROTECTION		D 130
Strip Rating	lb maximum	3 hours/150°C
GALVANIC PROTECTION		FSM 791B
Specimen Evaluation	No corrosion after 10 days.	Method 5322.1*
FRICTION PTO a) Dynamic Coefficient of Friction b) Stall Time, Seconds c) Weir, mm	0.10 minimum for at least three out of five readings 3.00 maximum 0.16 maximum	JD .120A 5.3*
FRICTION/SINTERED BRONZE PADS Capacity, Kilo Newton	125 minimum	JD J20A 5.1*
Meters	13) William	
Chatter	Equal to or better than Ref. TF-8	
BRAKING SAFETY AND		SAE J 1041
CAPACITY	Candidate fluid must meet Class A limits using IH Model 4586	

^{*} These tests will be proposed as ASTM standards

APPENDIX B. ARMY PRESENT AND PLANNED CCE/SMHE

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APPENDIX B. ARMY PRESENT AND PLANNED CCE/SMHE (CONT'D)

SSN	DESCRIPTION	MANUFACTURER	MODEI.	XSX	TO DATE	2 2	93	84	85	*
M064	Loader-Scoop, 2 1/2 CU YD					pasinhad 98				
RO38	Grader, Road, Motorized, HVY.					43 Proposed				
R142	Scraper, Elevating, SP 9 CU YD, Sec					pasodoud 6				
R143	Scraper, Elevating, SP, 9 CU YD, Non-Sec					18 Proposed				
¥013	Crane, 20-Ton, Rough	Harnischfeger Corp. 320-RT	320-RT	3810-00-275-1167	83			Planned	p)anned	Planned
M014	Crane, Self-Propelled (Scamp)					40 Proposed	pasedoud 05	40 Proposed	pasodoud 05	
M412	Container Handler, 50,000- LB, RT	Caterpillar	C988B	3930-01-082-3758	651	82 Proposed	87 Proposed		86 Proposed	
M413	Truck, Forklift, 4000-LB, RT	J. I. Case	4K4	3930-01-076-4237	666	764 Proposed	Planned	Planned	Planned	
M474	Truck, Forklift, 4000-LB, PT Truck, Forklift, 4000-LB, PT	Allis-Chalmers Clark	AC40 C45Y500	3930-01-040-4594 3930-01-085-3767	182					
M475	Truck, Forklift, 6000-LB, PT	Allis-Chalmers	AC60	3930-01-052-5050	492					
M488	Truck, Forklift, 10,000-LB,	IHC	MIDA	3930-01-054-3833	979					
₩488	Truck, Forklift, 10,000-L8, R&T					358 Proposed	189 Priposed	268 Proposed		
687K	Truck, Forklift, 10,000 1.8, R&I						343 Proposed	419 Proposed	pasododa ();	Planned
M471	Truck, Forklift, 3000 LB	Schrech Ind.		3930-01-049-8700	980					
¥4.72	Truck, Forklift, 10,000 LB, Electric	Allis-Chalmers	ACE 100	3930-01-031-9379	=					
M492	Truck, Forklift, R & T, 144-180 Lift, GED, SRT, 4000 Lb	Allis-Chalmers	ACE 40	3930-00-327-1603	3.53					
667K	Ramp, Mobile, 16,000 L8 Ramp, Mobile, 16,000 L8 Ramp, Mobile, 16,000 L8	Magline Brooks & Perkins Magline		3990-01-026-1575 3990-01-059-0104	82 492 : 38	Pasodoa4 98 c		Planed		
R 308	Crane, 250-300 Ton	Harnischfeger (P&H)		3950-91-027-9253	ন					
8309	Crane, 140 Ton	وبالأ		8950-01-110-0558	4	54 Proposed	to Proposed	Planned		
8036	Distributor, Water 6000 Gal.	Ye (; 1 oud		3825-01-065-6221	101					
30/14	Ditching Machine						Planael	fi) transf	Father 1	
77.09	Orilling Machine, Well, 6 IN, at 1500 Ft.	Failing Co.		8802-01-075-5974	x		pasodead v			

APPENDIX C. MANUFACTURER OF HYDRAULIC/POWER TRANSMISSION COMPONENTS AND DRIVES OF CCE/SMHE IN ARMY INVENTORY

SSN DESCRIPTION	MANUFACTURER	교! 후	31	48 J. 84	Notes (weaver)	TORE E CONTRETOR	FINAL DEINE	1	The Market day of the Later	FEING DRIFF
RO21 Distributor, Bituminous, 1500 Gal.	E. S. Fenyre AM General	1	98 - File - File - 88	contribus	LV3	141	1. 3. 4. 1. 3.	:	*	}
8030 Truck, Dump, 20 Inn	IHC AM General	F=50.70 F=50.30	9805-01-008-+389	1H D0A	14 65A	1. 1.1 30.3Å	fin Düzk		- X	11
RO20 Crane, Truck Mounted, HYD, 25-Ton	Harnischfeyer fors. Grove Mfg.	. 41-256. 145-390	386-00-018-2021 3810-01-054-9779	out Cumples	Jana Spirer Eaton (fuller)	11	Jana (pfort Forkard)		Saffisco Ross Gaffison	Sana spirer Porteness
8035 Roller, Steel Wheel, 10-14 Ton	Hyster Co.	050450	3495-70-5 18-0372	-DA	Sundstrand	Sindstrand	:		* E	;
R039 Loader, Scoop, 4-1/2-5-CC YD	- Clark Eq. Co. IH	1758 H1008	3805-09-532-5006 3805-01-052-9043	CAT IH	Jark IH	Clark Rockford	* = =	100 and 100 an	Comment (1a) Secaring Sickers	\$ 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.
RO44 Tractor, Crawler, T-H	CAT	7-84 2-84	2410-00-574-7597 2410-00-574-7597	CAT CAT	CAT	941 941	114	F 1-	' AI	(A1
J40 Tractor, Wheeler, w/front Loader and Backhoe	John Seere & Co. John Weere & Co.	10-419 10-410	\$\$ W#2.95=WW=W5#?	John Deere John Beere	John Deere John Deere	; ;	John berre John berre	adam, um,	Char-Lynn Char-Lynn	11
DOO7 Semitraller, Low Bed, 40-t on	CM Corp. Load Fing	7-4-03LF 0X3876+		;	;		:		;	1
RO33 Roller, Vibratory, Self- Propelled	Tampo Mik. Rexnord	85-28 SP848	3895-01-012-8875 3805-01-025-2823	Detroit Diesel (26 Hesel	Funk May Hydrostatti Sundatraut	1!	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	londstrand loststrand	Vickers	! !
RO34 Roller,matic, Variable Pressure	Hyster So.	C530A	3895-01-013-3630	D18	13.23A	ह ातु				}
MO89 Tamper, Backfill, Hand- Operated	Stone Cont. Eq. Co. VR-11	. VR-11	BP05-01-913-4328	2+0y014-11	Chrysler	1	}	}	1	:
RO32 Compactor, High-Speed, Self-Propelled	Koehring Road, Div. #300)	. 5300	3895-01-024-4064	W	Clark	, v. + 1 c	, and	. 41 - ; 48 8	Char-Lynn	1
RO71 Tester, Density and Moisture Gamphell Pacific Nuclear	 Campbell Pacific Voolear 	4 €-1	6635-030-030-6396	:	1	;			1	1
RO4: Compressor, Air, 750-CFW, 100-PtI, Trailer Wounted	Sullate forp.	750 080	183 -190-10-016 5	V O.	Page of Subject of Control of Processing	;	;	•	;	!
RO37 Truck, Concrete, Wobile, 8 CE YO	Am General Corp. National Consert. Machinery Co.	Trane Carrier Co. BROGEL	169-169-169-169	Dation will be Broke to Cabb. It Bathers restored to worsted on width	8 to 1986 of 18	arbert reem of a				
MO2. Trailer, FB 15-Ton, Englower Hyster ' Equipment Transporter	r Hyster (n.	15 lidh	1 + 1 d = 1 (4) = 1 (4 + 1)	1 1	;	;	}	;	}	}
MO3. Statifutor, Water, 2500m 3000 Gal.		Projection of the state of the								
MOSS Tractor, IF, 14-3		berndund								
MO66 Tractor, TF, 5−3		partition of								

APPENDIX C. MANUFACTURER OF HYDRAULIC/POWER TRANSMISSION COMPONENTS AND DRIVES OF CCE/SMHE IN ARMY INVENTORY (CONT'D)

SSN	DESCRIPTION	MANCEACTURER	ACDET.	NSN	ENGLINE	TRANSMIN TON	TORUE ELLONY FATOR	STAT DRIVE	PARKALLI PER	PARKALLIV PUMP CIRERING UNII	FRONT DRIVE
M064	MO64 Loader-Scoop, 2 1/2 CU YD		Proposed								
RO38	Grader, Road, Motorized, HVY.		Proposed								
R142	Scraper, Elevating, SP 9 CU YD, Sec		Proposed								
R143	Scraper, Elevating, SP, 9 CU YD, Non-Sec		Proposed								
¥013	Crane, 20-Ton, Rough	Harnischfeger Corp. 320-RT	. 320-RI	3810-00-275-1167	Cummins	BUR	DDA	Pan.			
¥10¥	Crane, Self-Propelled (Scamp)		Proposed								
M4.1.2	Container Handler, 50,000- LB, RI	Caterpillar	C988B	3930-01-082-3758	CAT	CAT	CAT	CAT	CAT	CAT	CAT
M413	Truck, Forklift, 4000-LB, RT J. I. Case	J. I. Case	MK4	3930-01-076-4237	Case	Clark	Clark	Rockwell	Cessna	TRIK	Rockwell
4474	Truck, Forklift, 4000-LB, PT Truck, Forklift, 4000-LB, PT	Allis-Chalmers Clark	AC40 C45Y500	3930-01-040-4594 3930-01-085-3767	AC Ford	DDA Clark	DDA Clark	AC Clark	Af Huse o	AC Gen Sig Corp	11
34.75	Truck, Forklift, 6000-LB, PT	Allis-Chalmers	AC60	3930-01-052-5050	AC	DDA	DDA	AC	, F	AC	;
887H	M488 Truck, Forklift, 10,000-LB,	IHC	MIOA	3930-01-054-3833	Н	#1	H	Ξ	н	same as Hydr	H
	K & I Truck, Forklift, 10,000-LB, R & T	IHC	V 01 K	3930-01-054-3833	н1	£	н.	ш	116	rump same as Hydr Pump	IH
₩489	M489 Truck, Forklift, 10,000 LB, R&T			Proposed							
14471	Truck, Forklift, 3000 LB	Schrech Ind.		0028-670-10-0868	Electric						
N472	Truck, Forklift, 10,000 LB, Elentric	Allis-Chalmers	ACE 100	3930-01-031-9379	Flectric	AC	i	۷۲.	Cessna	Barnes Corp	-
H 492	<pre>Iruck, Forklift, R & I, 144-180 Lift, GED, SRI, 4000 Lb</pre>	All1s=Chalmers	ACE 40	3930-00-327-1603	Electric	AC	-	УC	ensse.	Rarnes Corp	1
667h	Ramp, Mobile, 15,000 LB Ramp, Mobile, 15,000 LB Ramp, Mobile, 15,000 LB	Magline Brooks & Perkins Magline		3990-01-026-1575 3990-01-059-0104		11	11	1 1	(!!	111	
R 30K	Crane, 250-300 fon	Harnischfeper (PAH)		3450-01-052-4583	MA	Dana	;	lun ı	Spokers	Carrison	hana
8 309	frame, 140 Ton	FMC		3950-01-110-9253							
8035	Distributor, Water 6000 Gal.	McCloud		JR25-01-065-6221							
RCO4	Merhing Marhine			Proposed							
8077	2077 Drilling Machine, Well, 6 14, at 1500 Ft.	Failfup Co.		3245-01-019-038							

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